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Congress to regulate such commerce, and, in respect to this, the general government might exert the same *sovereign authority* to ascertain whether the corporation was exercising its franchise in obedience to the laws of the United States as the state would have regarding its own laws, or as the United States would have *if the corporation had been created by act of Congress* (*Hale v. Henkel*, 201 U. S. at 75).

Where the book deals with matters not at present the subject of sharp controversy the author is both acute and fair, as in his discussion of the taxation of imports and exports (pp. 37-48), his review of the decisions from 1824 to 1851 (pp. 101-20), and in his analysis of the consequences flowing from the construction placed upon the commerce clause in *Brown v. Maryland*. On the whole, however, it must be said that the book's place is as a readable partisan account of the development of a constitutional doctrine, and not as a serious contribution to the legal literature of the subject.

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*The Labor Movement in Australasia: A Study in Social-Democracy.* By VICTOR S. CLARK. New York: Henry Holt & Co. 8vo, pp. xi+327.

Dr. Clark's account of the Social Democratic labor movement in Australasia presents a simple statement of those conditions past and present which have developed peculiar social institutions in this remote region. The Australasians have had unique economic problems to solve, and in solving them have developed institutions which may properly be characterized as socialistic, but the development of these institutions has been in no respect consciously modified to conform to any social philosophy. In their social conduct the Australasians have been pragmatists and opportunists, content to work out results in the world of affairs—to solve each problem in the light of immediate experience. In no line of development have they sought consistently to carry out any general principle. The state, because it could borrow money on better terms than private corporations in the early days, has built and operated railways, but it has not prevented private capital from entering this field of investment. It has provided state insurance, but has not prohibited private insurance companies from operating in competition with the govern-

ment. It has seized upon private property in land, but tolerates private ownership. It has provided for the settlement of labor disputes in its specially organized courts of arbitration—but resort to those courts is not compulsory. The municipalities and colonial governments operate street railways, but so, also do private companies. Each case where the government has assumed a new industrial function has been considered in the light of immediate expediency, with no regard whatever to any general principle or philosophy of social conduct.

It is further noted by our author, and it is significant, that Australasians themselves are far from being unanimous in the belief that they have solved their economic problems wisely, or in any concrete case finally. It is true that the labor party has today a fairly well-defined programme of political action, but that party encounters serious opposition in every community. Those who believe that the economic and industrial development of Australasia has been inhibited by its social legislation probably constitute a considerable majority, but of those a sufficient number believe that the economic and industrial loss has been more than offset by social gains. It is assumed that rapid economic progress is somewhat inconsistent with social progress. Therefore the Australasian regards with perfect equanimity a country of immense natural resources, which are, as yet, quite undeveloped and vast territories as yet unpopulated. It is the price, he thinks, of social progress. To Americans, who do not regard economic progress as inconsistent with, but rather as essential to, social progress, this attitude of mind appears inexplicable.

Dr. Clark's discussion of the working of Social Democracy in Australasia impresses one as being eminently fair. After two introductory chapters descriptive of the country and its resources, the people and their institutions, he devotes chapters to an account of trade-unionism, the political labor movement and programme, industrial arbitration, the operation of minimum wage boards, economic and social effects of government regulation, and to the efficiency of the government as an industrial organization. The practical difficulties being encountered, as well as the apparent advantages of the Australasian policies, are made clear. Especially interesting is the account of the effort in certain industries to establish minimum wages through government boards as a means of insuring all a decent standard of living. Wherever this effort is made there is

a tendency for the minimum wage to conform to the trade-union standard wage, to become a maximum as well as a minimum wage—in general a tendency to standardize wages irrespective of individual skill or efficiency.

More or less enthusiastic accounts of Australasian experience have commonly presented the social achievements of these isolated communities as the concrete working-out of preconceived social philosophies. In fact, they have been little more than specific reactions upon unique economic and social conditions. Among these conditions may be mentioned as especially noteworthy the character of the early population, the system of land grants, the institution on a large scale of convict labor, the growth of such industries as sheep-raising and mining under conditions involving land-ownership, and finally social and industrial isolation of a population inadequately supplied with the means of economic exploitation of the immense region in which it found itself located. The Australasians have been too much occupied with the solution of these practical problems to develop a philosophy of social conduct. Such philosophy as they have today has been written out for them by enthusiastic foreigners, and is to them a matter of comparatively little interest.

JOHN CUMMINGS

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*Railway Organization and Working.* A Series of Lectures Delivered before the Railway Classes of the University of Chicago: Edited by ERNEST RITSON DEWSNUP. Chicago: The University of Chicago Press, 1906. 8vo, pp. xii+498.

This volume contains a series of twenty-five papers or lectures, prepared by nearly as many different authors; and an appendix containing six special class topics. Ten diagrams are introduced to illustrate various chapters, and the purpose and scope of the whole volume are briefly set forth in a preface by the editor.

The academic study of railway transportation has sometimes been made a study of speculations and theories, more or less remotely connected with real transportation problems. Men have sometimes talked and written glibly concerning the theory of railway rates before they had seen a rate sheet or had acquired even a superficial knowledge of what a classification was like. Well-rounded periods have been devoted to generalities regarding the relative merits of private and public ownership when the author